

# INTERESTING SIDELIGHTS ON WAR AS SEEN BY "SUN" CORRESPONDENTS

## GERMANS GET MEAT THAT BRITISH SEIZED

## ITALY CAMPAIGNING TO HOLD TOURISTS

Even Confiscated Supplies From U. S. Often Reach the Central Powers.

Plans Ahead So as Not to Lose Valuable Business After the War.

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*Special Correspondence to The Sun*  
ROMA, Jan. 14.—What has become of the meat carcasses seized by the British and now held in the prize courts was a question I asked of a man in Copenhagen representing an American meat packing house.

"Part of the carcasses of consigned sheep," he replied. "A good deal of the meat was bought up by British firms and some of it was actually shipped here to Copenhagen, finding its way ultimately into Germany."

So the British have been feeding their enemies in the most unfeasted from American. The charge was startling and I asked my informant to give me some actual instances, but it was confirmed by several sources connected with the import and export business that **approximately** that immediately American meat goes directly from England.

Denmark is evidently a more to the western world, and through this little country whose people are really not much more than Germans, has come a large amount of meat to Germany. The exports of Denmark to Italy, for instance, are the second largest after the Anglo-German movement on December 1, the transmission of goods has been done less openly, but it is still going on. It was told to me yesterday that it would probably be impossible to stop this traffic. **Actions** must be taken, however, because Britain should police the seas, the French colonies and all ports leading to Germany.

The Danish Woolgrowers' Association, which corresponds to the Chambers of Commerce in large American cities, guaranteed that no shipment to one of its members is to be sent to Germany if that member expects it. It is impossible for an importer of any consequence to do business outside the association.

The method of getting around this agreement is to use the Woolsellers' Association, because a consortium of goods from America. This association gives a guarantee that the goods will not go to Germany. The consortium of woolgrowers, however, also gives guarantees. It can even sell the goods to Swedish buyers, England has no such trade agreements with Sweden; therefore the Swedish importers may do whatever they like with the goods they buy, so that there is no difficulty in getting around the ban, and, in addition, the case of a few from Treibis, where the German consul general took steps to seize a cheese manufacturer, who also gave guarantees. It is said, however, that British shipping firms will not go to Sweden, they usually prefer to go to Italy. Besides, as it is now known that so many of them were shipped to Italy, the importers of Russia and the proposed Baghdad railway should be German's direct road to India.

The Baghdad railway is the long arm of Berlin which Germany stretches out toward India through the arteries of the Tigris and Euphrates. The arteries of the Tigris and Euphrates are the veins of tourist traffic are emphasized. First of all it is estimated that foreigners spend at least \$100,000,000 in gold every year in Italy. In other terms, every foreigner in Italy and Sicily is a potential tax collector for the Italian government. The foreigner, too, is a drain upon foreign money. There are, at least this sum, there is another estimate upon \$100,000,000 spent in Italy in taxes, entrance fees to galleries of museums, postal and telegraph expenses.

Before the war the difference between Italy and Germany was that Italy had imports and exports, which averaged about \$200,000,000, was equalized in equal parts by the money imported into Italy by tourists and that of the country by Italian emigrants. But before the war, the exports of Italy, foreigners and tourists, leaving Italy, foreign countries and sent home was sufficient to balance imports and exports, Italy brought from abroad over three times more than what she sent out to tourists and emigrants, so that the net result of the exports as they sent or brought out the money to pay for it.

## Treachery of the Fanatic Arab Tribesmen Is Blamed for Plight of the British Troops Bottled Up at Kut-el-Amara

Turks, Aided by Germans, Fighting to Keep Control of Bagdad Railway.

The latest news from Mesopotamia is that the forces of Gen. Townshend, locked up at Kut-el-Amara on the Tigris, are still holding out against a considerably larger force of the besieging Turks. The rainy season has set in and they have had to abandon their entrenched positions on higher ground and seek refuge of the floods. Not so far, the Turks who by some reports are under the direct command of Field Marshal von der Goltz, the German commander. Other reports say that Gen. von der Goltz is no longer in command of the fortress of Erzerum.

A recent despatch from India said that the Turks were compelled by the floods to withdraw a short distance from Kut, but that Gen. Aymer, who heads the British relief force, was still about twenty-three miles from Kut and meeting the Turks in open battle.

If we may take the British excuse for it as true, the defeat of Gen. Townshend's force at the rains of ancient Ctesiphon, the winter palace of the last than kings of 2,000 years ago, was directly due to the Arab tribesmen who formerly had been friendly to the British, but who now, when driven, continually harassed the British, and then, as far north from the Persian Gulf, where they again in the autumn of 1914. But as they witnessed the successive defeats of the Turks at Basra and then at Kut and Amara, they joined hands with their ancient enemies and in one of the cases, turned the British retreat into a rout. Judging from the scanty information at hand, these same tribesmen have turned at Townshend and his men at the most critical point of the campaign and once more proved that treachery was the deciding factor in the conflict.

Both British and Russian campaigns in the city of Bagdad, the ancient

home of the caliphs and considered by

the Turks the most important city of their empire. The political importance of the capture of the city of Herat, at Ghazni, by Christians would be great. But more important still would be the capture of the capital of the proposed Bagdad railway, which is German's direct road to India.

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The British, however, have been exceptionally successful in their efforts to hold

the Tigris and Euphrates, and have

been able to hold it, and have